

ORDER

FOREST DEVELOPMENT ROADS

WENATCHEE NATIONAL FOREST

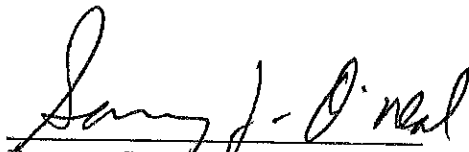
Pursuant to 36 CFR 261.50(a) and (b), the following acts are prohibited during the periods from Dec. 1 - April 1. on the area, roads and trails described in this order within the Wenatchee National forest, when posted. This action will provide for non motorized winter use in accordance with the Wenatchee National Forest Swauk Corridor Dispersed Winter Recreation Plan.

- (1) Possessing or using a vehicle off forest development roads  
36 CFR 261.56
- (2) Using any motorized vehicle on the forest development roads or segments listed. 36 CFR 261.54(a)
- (3) Using any motorized vehicle on the forest development trails or segments listed. 36 CFR 261.55(b)

Pursuant to 36 CFR 260.54(e), the following persons are exempt from this order:

- 1) Forest Service administrative traffic.
- 2) Persons with a written permit from the Forest Supervisor or District Ranger.
- 3) Any Federal, State, or local officer or member of an organized search and rescue of firefighting force in the performance of official duties.

Done at Wenatchee, Wa this 29<sup>th</sup> day of JAN, 1993.

  
\_\_\_\_\_  
Forest Supervisor  
Wenatchee National Forest

Violation of these prohibitions is punishable by a fine of not more than \$5000.00 or imprisonment of not more than 6 months or both. Title 16 USC Section 551.

ORDER NO. 239

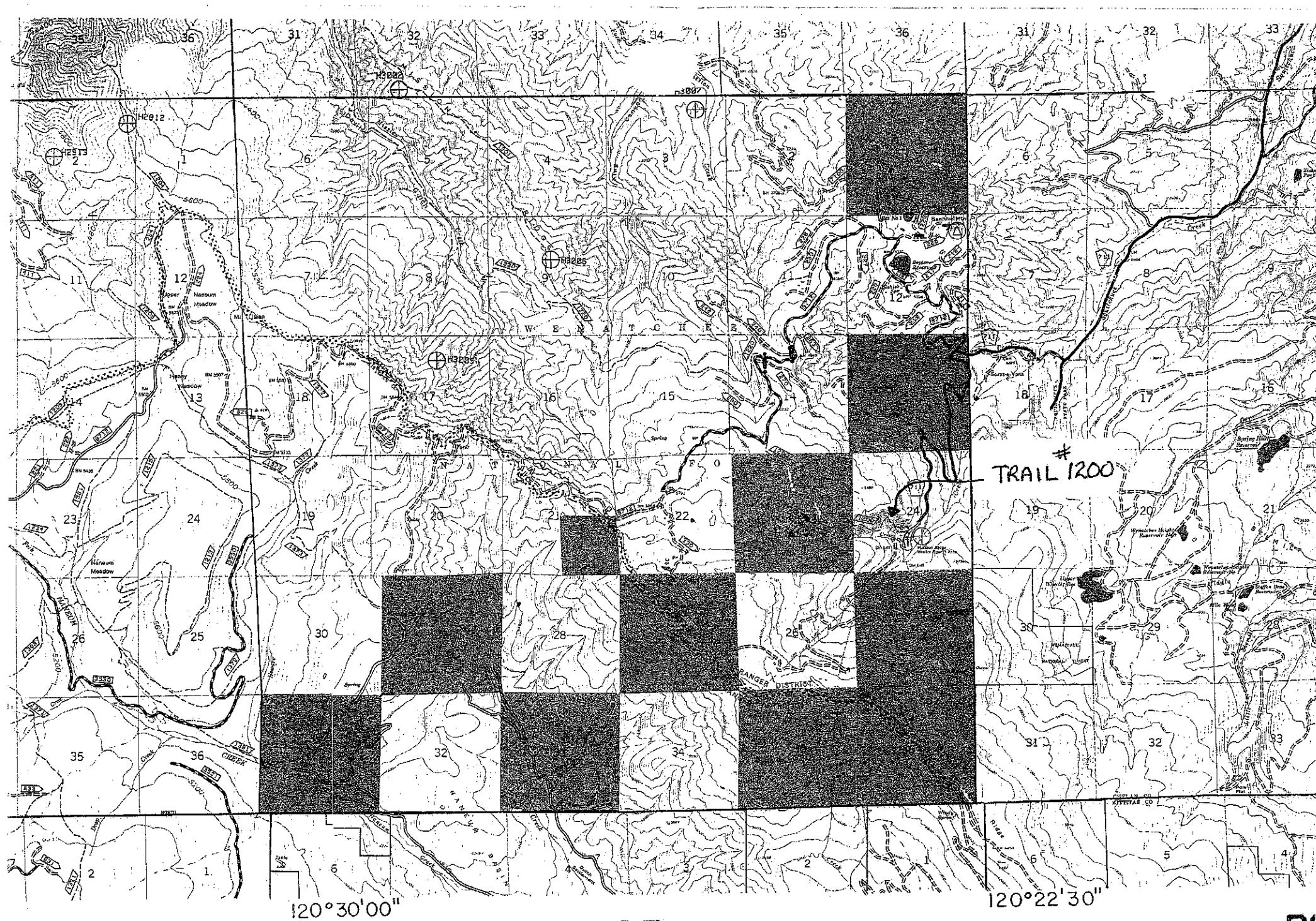


EXHIBIT A

R19E

TRAIL CLOSURE —

R1

EXHIBIT 1

Cle Elum Ranger District

The following is the boundary description which is also delineated on the Wenatchee National Forest Swauk Corridor dispersed winter Recreation Project, Alternative 4 Map:

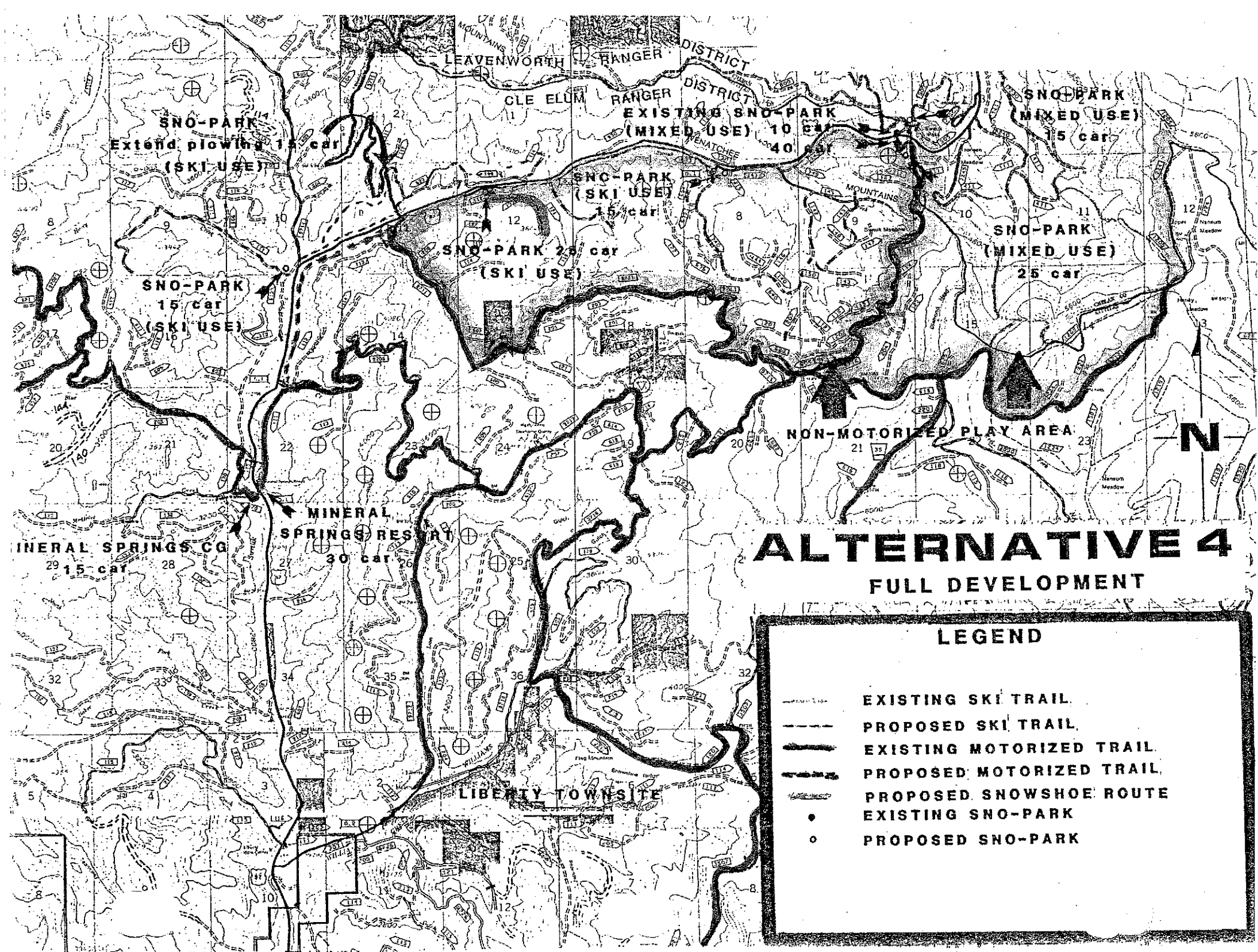
The boundary is contained within the following described area.

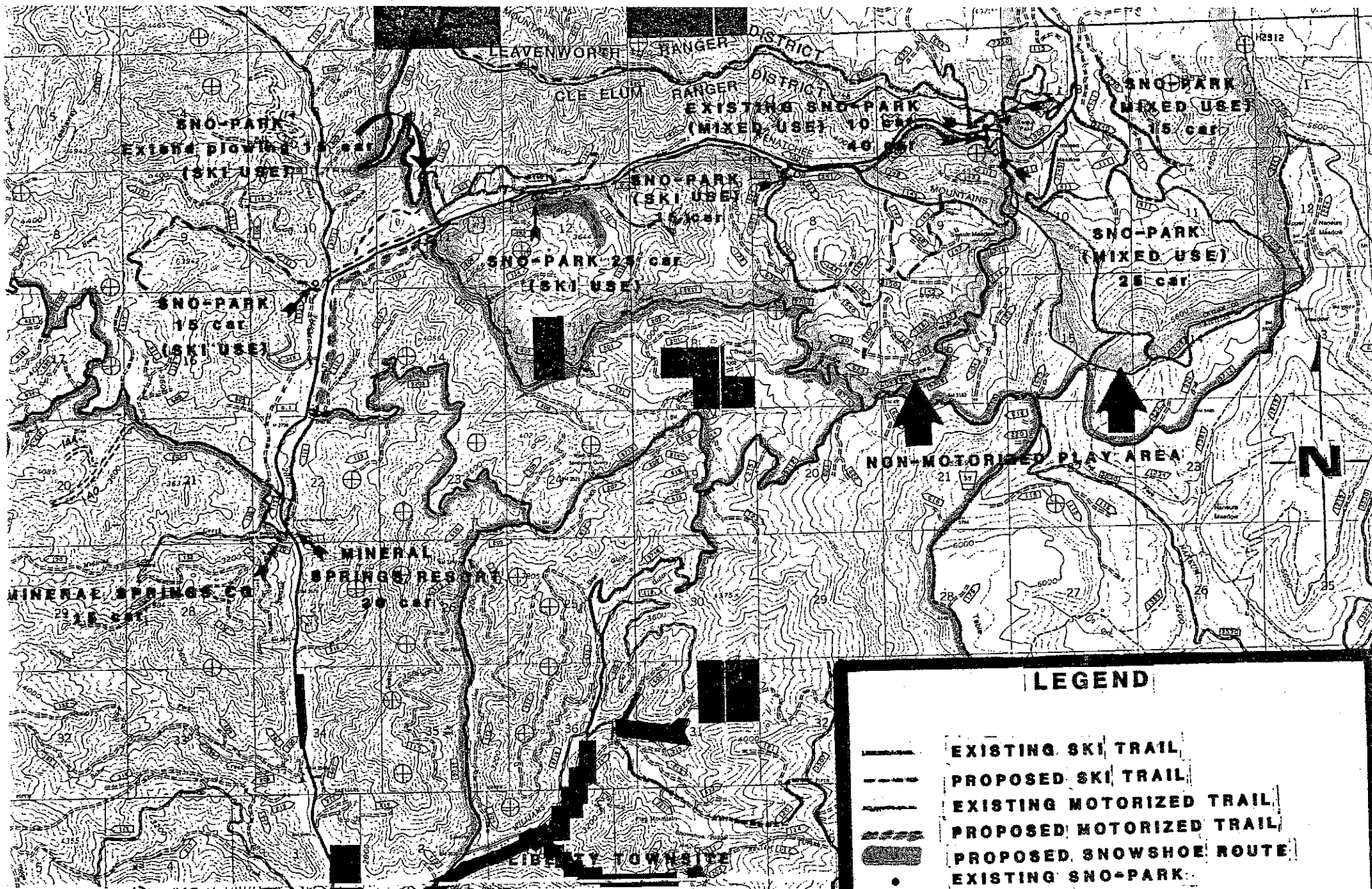
From the summit of Swauk Pass the boundary follows the 9716 road south to the 9712 road; then southwest along the 9712 road to the 9711 road; then northwest along the 9711 road to Highway 97; then northeasterly along Highway 97 to Swauk Pass (point of beginning).

The roads delineating this area; the 9716 road, 9712 road, 9711 road and Highway 97, are not closed.

All other areas, roads and trails within the above described boundary are closed, including:

9716-111, Rock Storage	9711-114, So, Fork Hurley Creek
9716-112, Slum View	9700-122, Swauk Rail
9716-115, Can	9700-121, Porky Basin
9716-120, Baker Tie	9700-141, Swauk
9711-116, Stevens Addition	9700-140, Pipe Creek



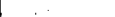








# **ALTERNATIVE 4**

**FULL DEVELOPMENT**

## **LEGEND**

-  EXISTING SKI TRAIL
-  PROPOSED SKI TRAIL
-  EXISTING MOTORIZED TRAIL
-  PROPOSED MOTORIZED TRAIL
-  PROPOSED SNOWSHOE ROUTE
-  EXISTING SNO-PARK
-  PROPOSED SNO-PARK



designated as ski trails. A ski tie trail will be constructed to connect Swauk Meadow area to the Pipe Creek road. A frontage ski trail will be developed connecting the Blewett ski loops to Iron Creek road. The Iron Creek road and Hovey Creek road will be designated ski trails.

This alternative will provide moderate development of Sno-Parks, moderate development of nordic ski trails, a slight increase in the development of winter motorized trails, moderate user dispersal, moderate separation of motorized and non-motorized winter recreation. It will develop winter recreational opportunities closely commensurate with user demand. It will cause further degradation of the forest visitor's winter solitude. This alternative will provide still more access and parking, thereby increasing the amount of traffic entering and leaving parking places above alternative 2. Wildlife harassment will increase but still within acceptable limits. The estimated cost to implement this alternative is \$127,000.

#### Alternative 4- Full Development

This design provides a total of eight Sno-Parks in the corridor, 24 miles of ski trail, and 35 miles of motorized trail. It incorporates the development discussed in Alternatives 2 and 3, with construction of one additional Sno-Park. A 15 vehicle capacity, mixed use Sno-Park will be constructed on the ridge crest just north of the abandoned Soil Conservation Service hydrometeorological site at Swauk Pass. This site will be referred to as the Wenatchee Ridge Sno-Park. The total winter parking capacity throughout the corridor will be 205 vehicles.

In addition to the developed trails, as discussed in Alternative 3, a nordic ski trail will be developed extending from road 880 along the Wenatchee Ridge crest to Blewett Pass. This trail will be referred to as the Wenatchee Ridge Trail.

This alternative will provide Sno-Park development close to the maximum that is reasonably feasible. It will develop nordic ski trails close to the maximum that is reasonably feasible. It will provide a slight increase in the winter motorized trails, maximum user dispersal, maximum separation of motorized and non-motorized winter recreationists. It will develop winter recreational opportunities very closely commensurate with user demand. It will cause the greatest degradation to the forest visitor's winter solitude. It will cause the most increase in motor vehicle traffic entering and leaving parking locations along the SR 97 corridor. It will cause the most increase in wildlife harassment which would still remain within acceptable limits. The estimated cost to implement this alternative is \$157,000.

#### Measures Common to Alternatives 2, 3, & 4

Currently, the Forest Service Pack-It-Out policy is designed to encourage visitors to transport their litter home or to public litter disposal receptacles. This will be the policy in the corridor, however, public garbage disposal service could be implemented should the need arise and funding be made available.

Public information boards will be installed at all designated Sno-Parks. They will provide information on location of ski trails, motorized trails, snow play areas, parking areas, gas, food, lodging, and public safety and emergency phone information.

Sanitation facilities will be provided at all designated Sno-Parks. These may be either permanent toilet facilities or portable toilets.

All nordic ski trails and snowmobile trails will be designed, constructed, marked, signed, and maintained in accordance with the guidelines in the Forest Service Handbook 2309.18, 7109.11, chapters 30 and 50, and in the Sign Poster Catalog.

A winter recreation brochure will be produced containing a map and information such as terrain contour lines, roads, highways, Sno-Parks, resorts, campgrounds, ski trails with degree of difficulty, motorized trails, and other information pertinent to winter recreation within the planning area. These brochures will be made available to the public at the District Ranger Station, Visitor Information Centers, cooperating businesses, and winter trailhead bulletin boards.

All designated Sno-Parks will be administered by State Parks Department and the Forest Service during the winter season. Parking permit enforcement will be conducted by State Parks Dept. During the other seasons, these designated parking areas will be administered by the Forest Service.

During the scoping process of this assessment, the Leavenworth Ranger District Recreation staff were consulted. The Preferred Alternative will complement the Leavenworth Ranger District Winter Recreation Plan.

Development of Sno-Parks within the corridor will attract more winter visitors to the area. There will be increased numbers of vehicles exiting and entering traffic flow on SR 97 at these Sno-Parks. It follows that the increased frequency of vehicles exiting and entering the highway will increase the probability of a serious motor vehicle accident. This risk can be further increased by conditions of compact snow and ice on the roadway. Because many people are now parking in chain-up areas and wherever they can get off the highway, the development of adequate Sno-Parks may improve things somewhat, keeping ingress and egress limited to these areas. To minimize these traffic safety concerns, DOT will be responsible for all traffic safety signing along the SR 97 right-of-way and will be directly included in any Sno-Park design where the access road intersects the highway. The Forest Service will design the Sno-Parks to facilitate safety, traffic flow, and snow removal.

Coordination between the District Timber and Recreation Departments will be essential to reduce conflicts between timber harvest operations and winter recreationists.

Commercial and concession enterprises will not be allowed to routinely occupy space within the plowed portion of developed Sno-Parks or other areas where

Public funds are being utilized for snow removal service. The intent is to prevent parking space from becoming congested with commercial enterprises. The Sno-Parks' purpose is to provide parking for forest visitors to enjoy winter recreation experiences. Winter recreation promotions, ski rentals and all other special land uses will be reviewed according to the Special Use Permit Guidelines.

The planning corridor was reviewed by Lin Cole, snow mechanics Master Performer, and DOT confirms there is no snow avalanche hazard along the right-of-way of SR 97. None of the proposed Sno-Park sites are located in or near known snow avalanche paths.

Implementation of the Preferred Alternative development will be assisted by timber sale activities and volunteer participation.

Snow grooming and track setting will be provided on nordic ski trails where feasible, and funding is available.

Implementation of the Preferred Alternative will depend on the availability of funding.

Search and rescue coordination will be the responsibility of the Kittitas County Sheriff. The Forest Service will provide assistance if requested by the Sheriffs Office.

Sno-Park security will be a shared responsibility and will be patrolled by the Kittitas County Sheriff, Washington State Parks Dept., and the Forest Service.

During the off-season, Sno-Parks will be used as parking areas to provide multiple use opportunities, such as hunting, hiking, horseback riding, mountain bicycling, fishing, viewing scenery, and motorist rest areas.

When egressing the Swauk Pass South Sno-Park onto SR 97, there is an undesirable sight-distance concern resulting from the cutbank obstructing the view of south bound traffic. The egress point was evaluated by DOT engineers during a field review and noted that it met the minimum highway safety-- specifications. No modifications to this cutbank are currently planned by DOT.

A non-motorized play area will be designated from Hurley Creek to Swauk Pass South Sno-Park. The boundary will be SR 97 and USFS roads 9711 and 9716. If motorized over-the-snow machines become a problem by ingressing this play area, a District closure order will be implemented and enforced.

Nordic skiers will be allowed to ski on motorized trails both groomed and ungroomed. However, through signing and education, motorized recreation over-the-snow machines will be discouraged from traveling on marked nordic ski trails. Closure Orders will be implemented only when serious hazards exist. The rationale is that a separation between motorized and pedestrian users is desirable, particularly on pedestrian routes. Tracks left by snow machines on ski trails can create a safety hazard to skiers as well as obliterating the set tracks.



Forest Service will encourage commercial or concession enterprises to elop a backcountry ski hut system.

Snow play areas for winter recreation, such as tubing and sledding are available at Swauk Pass South Sno-Park, Old Blewett Pass Road junction, and Mineral Springs Campground.

All the motorized trails shown on the planning maps will be groomed (subject to the recommendations of the Cle Elum Groomer Advisory Council) with the likely exception of the Old Blewett Pass Road.

### III. ENVIRONMENTAL IMPACTS

#### Landform

Construction of the proposed Sno-Park loops and widening of some of the access roads will result in landform modification in order to achieve proper engineering specifications. Some grading and fill will be needed to achieve proper slope and to allow water drainage.

##### Alternative 1

There would be no effect on landform.

##### Alternative 2

Total landform modification would affect approximately 1/4 acre. This modification is necessary to widen the access road to Diamondhead Sno-Park and to construct trail tread from the Sculpture Rock Trail to the sandstone viewpoint.

##### Alternative 3

Total landform modification would affect approximately 1/2 acre. This modification is necessary to construct the Pipe Creek Sno-Park, the Iron Creek Sno-Park, and the modifications as previously discussed in Alternative 2.

##### Alternative 4

Total landform modification would affect approximately 1.0 acre. This modification is necessary to construct the Wenatchee Ridge Sno-Park, and the modifications as previously discussed in Alternative 3.

#### Soils

The total acreage of soil disruption will equal the acreage of landform modification as previously discussed.

##### Alternative 1

There would be no effect on the soil resource.

##### Alternative 2

Total soil area affected would be approximately 1/4 acre.

Bob DeNike  
P.O. Box 712  
Manson, WA 98831-0712  
(509) 682-2400

WENATCHEE NF

DEC 10 1992

December 7, 1992

Linn Cole, Recreation Officer  
Cle Elum District  
Wenatchee National Forest  
West Second Street  
Cle Elum, WA 98922

Dear Mr. Cole:

I spoke with you recently concerning the separation of snowmobiles from cross-country skiers in the Swauk Pass area.

You allayed many of my concerns when you reported that you had planned on instituting legal closures of the Swauk Meadows area in the near future for the purpose of protecting the rights of skiers. I applaud this action.

I also commend your staff for monitoring the abuses perpetrated by snowmobilers in your district. I am encouraged to learn that Forest Service personnel are in the field investigating this situation first-hand.

I propose separating these two incompatible uses at Swauk Pass by reserving one of the Sno-Park areas for over-snow vehicle users, while designating the parking area on the opposite side of Highway 97 for pedestrians. This would be a simple, effective way of separating skiers from snowmobilers.

Snowmobiles are noisy, polluting and dangerous; they do not mix well with cross-country skiers and other self-propelled forest users. I appreciate the measures you are taking to separate these incompatible uses.

Sincerely,

*Bob DeNike*

Bob DeNike

cc: Forest Supervisor, Wenatchee National Forest

PS	PAO
DFS	PLAN&ENV
AO	BOT/ECO
AGG	GIS
BUD	NEPA
COMM	PLAN
FISCAL	RGE/SOL
FLEET	WATER
IS	PROT/SEP
LAW	CWIC
PER	FIRE
ELM	RES
AFE	ARCH
CAD SUR	C.O.
LANDS	FISH
MIN	L.A.
NTC	REC
N.ROADS	SILV
WRA	TRAILS
	W/L

United States  
Department of  
Agriculture

Forest  
Service

Wenatchee  
National  
Forest

Lake Wenatchee Ranger District  
22976 Highway 207  
Leavenworth, WA 98826-9552  
509-763-3103

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Reply To: 5300

Date: November 23, 1992

Subject: Snowmobile and Dog Closure On Mill Creek Groomed Ski Trails: Lake  
Wenatchee RD

To: Forest Supervisor

This winter season, Stevens Pass Inc. will be grooming Forest Road #6960 and adjoining roads in accordance with a special use permit. Stevens Pass has requested a Forest Order to prohibit over-the-snow machines and dogs on the groomed trails between November 15th and April 15th.

We feel that these prohibitions will promote public safety and outdoor tranquility by reducing conflicts between over-the-snow machines and cross country skiers on the same trail, and will avoid damage to the groomed trails.

Enclosed is a copy of this order for your signature.

Sincerely,

/S/GEORGE R. POZZUTO

GEORGE R. POZZUTO  
District Ranger

Enclosure